I request Members to rise in their places and observe silence as a mark of respect to the memory of the departed.

(*Hon. Members then stood in silence for one minute*)

MR. CHAIRMAN: Secretary-General will convey to the members of the bereaved family our deep sence of sorrow and sympathy.

ORAL ANSWERS TO QUESTIONS

Parking facility for private planes

321. SHRI MOOLCHAND MEENA:†
SHRI VIJAY J. DARDA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a large number of Corporate Houses are rushing in to buy business jets and turbo prop planes for their top brass and also queuing up to park at the hangars at the Airports;

(b) if so, the details thereof; and

(c) what action Government propose to take to accommodate such private planes at the Airports?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) to (c) Corporate Houses have acquired business jet and turboprop planes for private use. Director General of Civil Aviation have registered 27 such planes acquired by Corporate Houses and Private Companies since 1.1.2002. The Government while approving acquisition of aircraft also takes into account the availability of the parking/hangar space etc. at airports desired by the applicants. Some of the corporate houses have been allotted hangar space and such corporates can park their aircraft in the said hangar space allotted to them.

Current infrastructure at airports other than Delhi and Mumbai is adequate to meet the present demand of such corporate houses. Hangar space is considered on the basis of land availability at the airport.

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†The question was actually asked on the floor of the House by Shri Moolchand Meena.

Delhi and Mumbai airports are in the process of being handed over for modernisation to Joint Venture Company (JVC) and to create adequate infrastructure for all users at airports including their requirement for accommodating private planes.

श्री मूल चन्द मीणा: सभापति महोदय, व्यापारिक घरानों ने निजी उपयोग के लिए बिज़नेस जेट तथा टर्बोप्रॉप विमान अर्जित करने के लिए आवेदन किए हैं। मंत्री जी ने अपने उत्तर में बताया है कि आपने 1.1.2002 तक 27 विमानों को पंजीकृत किया है, मैं जानना चाहता हूं कि अब तक कितने आवेदन आपके पास आए हैं और उनको पंजीकृत करने में क्या दिक्कत हो रही है, यह बताने की कृपा करें?

श्री प्रफुल्ल पटेल: मान्यवर, यह निजी विमान हमारे देश में काफी बड़ी संख्या में आने शुरू हुए हैं और आयात हो रहे हैं। जो संख्या हमने यहां पर जानकारी के तहत दी है, 1.1.2002 से 27 हवाई जहाज प्राइवेट category में आए हैं। अगर माननीय सदस्य यह जानकारी चाहते हैं कि अब तक प्राइवेट category के हवाई जहाज और हेलीकॉप्टर कितने आए हैं, तो मैं उनको पूरी जानकारी देने के लिए तैयार हूं, लेकिन एक बात निश्चित है कि जिस तरह से व्यापार, वाणिज्य टूरिज्म—यह सब बढ़ रहा है, उस हिसाब से प्राइवेट category के हवाई जहाजों की संख्या भी बढ़ रही है। और उनको इम्पोर्ट करने के लिए कोई ऐसी बाधा या रिस्ट्रिक्शन सरकार की ओर से नहीं है और आज तक जिन-जिन लोगों की ओर से आवेदन आए, एयरपोर्ट अथॉरिटी उनको accommodate करने के लिए पूरी तरह प्रयासरत है।

श्री मूल चन्द मीणा: सर, मेरा second सप्लीमेंटरी यह है कि व्यापारिक घरानों के लिए आपने हैंगर स्पेस दिए हैं। मैं जानना चाहूंगा कि कितने लोगों को ये हैंगर स्पेस दिए हैं, कितने लोगों को नहीं दिए जा रहें हैं और हैंगर स्पेस का कितना किराया वसूल किया जा रहा है?

श्री प्रफुल्ल पटेल: सर, जहां तक हैंगर स्पेस का सवाल है, हरेक हवाई जहाज़ को तो हैंगर एलॉट करना मुश्किल होता है, क्योंकि अगर किसी के पास एक ही हवाई जहाज़ है और उसको हैंगर एलॉट किया जाए, तो इस प्रकार से airports पर हवाई जहाज़ों की संख्या से ज्यादा हैंगर होंगे, लेकिन मैं यह जरूर कहूंगा कि subject to availability और ऑपरेटर के साइज़ के हिसाब से हैंगर स्पेस दिया जाता है। ज्यादातर यह समस्या दिल्ली, मुम्बई और बड़े हवाई अड्डों तक है, बाकी छोटे हवाई अड्डों में ऐसी काई विशेष समस्या नहीं है, लेकिन अभी तक जिन लोगों को हैंगर स्पेस दिया गया है, तो अलग-अलग airports हैं। अगर मैं सभी की जानकारी पढ़कर बताऊंगा, तो सूची बहुत लंबी है, लेकिन अगर हमारे माननीय सदस्य चाहते हैं, तो किन हवाई अड्डों पर किनको हैंगर स्पेस उलपब्ध है, इसकी पूरी जानकारी मैं उन तक पहुंचाने का काम करूंगा। किराए के बारे में यह कहूंगा कि अलग-अलग शहरों की अलग-अलग किराया दर है। किराए की दर क्या है, उसके बारे में भी, क्योंकि कुछ एग्रीमेंट पहले के हैं, कुछ बाद के हैं, और हर हवाई अड्डे का जो land rent है,

वह भी एयरपोर्ट अथॉरिटी के माध्यम से अलग-अलग चार्ज किया जाता हैं, यह सारी जानकारी, क्योंकि अगर आप किसी स्पेसिफिक हवाई अड्डे की जानकारी चाहते हैं, तो मैं दे सकता हूं, लेकिन अगर आप सभी की जानकारी चाहते हैं, तो वह भी मैं उसी सूची के साथ जोड़कर आपको भेज दूंगा।

SHRI VIJAY J. DARDA: Thank you, Sir. I would like to know from the very dynamic Minister, Mr. Praful Patel, with the phenomenal increase in the private airlines and increasing incidence of acquisition of aircraft by large corporate houses, what self-contained infrastructure like parking bays and engineering back-ups, are proposed to be created, especially, in major airports like Mumbai, Kolkata, Chennai, Delhi, Bangalore, Hyderabad, etc. Secondly, Sir, whether the pending cases of getting adjoining lands belonging to civil or army authorities in airports like Pune, where the request of the Civil Aviation Ministry for getting Defence land has been under consideration for more than ten years, are being pursued at the highest level by the Civil Aviation Ministry? And, is the Government thinking of substantial reduction in parking charges for private aircraft, if parking space in nearby smaller airports is allotted to such aircraft, like Nagpur Airport, etc.

SHRI PRAFUL PATEL: Sir, the number of private aircraft is increasing and naturally the backup services like engineering and other maintenance infrastructure, some of it is already existing and some of it is now being further created. But, this is all being done in the private sector. Whoever is willing to go in for the concept of MRO, that is, maintenance, repair and overall facilities at airports, the Government would be happy to encourage it. Already some operators are there who are doing this for smaller aircraft. But, I agree, that in future, with the explosion of air traffic, with the growing number of aircraft in the private category and the non-schedule category also... I will just like to, for your distinction, let you know, that smaller aircraft are in two categories, one is private which is absolutely owned by the corporate and used exclusively for self use. Another is the non-schedule operator which also has small aircraft but they are giving it out on lease or rent to anybody who wish to hire them. So, a combination of both these, the number is growing and, therefore, we need to have more and more engineering and other infrastructural support. There is no doubt about it. On the other issue of whether we would like to give these hangars and others at a concessional rate, the answer is, that is done by a policy. Whether it is concessional or not, we would not like to go into that. But, there is a uniform policy of charging rent on the basis of certain norms

which have been laid down by the Airports Authority. Only those rules will apply. In the case of Pune, as the hon. Member has stated, it is a defence airfield, and there is a constraint of land. We are in discussion with the Air Force. They have agreed, in principle, to give us some more land at the airport to create our own infrastructure: (a) to meet the expansion of terminal building, (b) to increase the apron area, and (c) to create some hangars for this private category aircraft and also to create a complex for transhipment of cargo, both perishable and otherwise. This is being taken up with the Air Force. The progress on this will be visible in a short time, I hope, subject to cooperation from the Indian Air Force, which they are, of course, providing.

Lastly, on the issue of what incentives we will give to people who would go out of Mumbai, Delhi and other places, we are definitely looking at various schemes to decongest the major airports and make the other airports more attractive for people who would like to go there for overnight parking. I am sure that would apply more to the commercial airplanes, but for the smaller category airplanes, as of now, there is no real major constraint. However, it is a good suggestion, and we would look at it in future.

SHRI VIJAY J. DARDA: Sir, why I said...

श्री सभापति: बस, हो गया आपका क्वेश्चन।

SHRI VIJAY J. DARDA: Sir, the engineering...

MR. CHAIRMAN: I will not allow.

SHRI NILOTPAL BASU: Sir, it is good that the hon. Minister has accepted that there is a severe problem of infrastructure in airports. We have seen that two private airlines have announced a merger deal. The world over what happens is that the airport infrastructure, which is available to a private licensee, does not automatically get transferred to the merged entity. The allotment of airport space is on account of that private licence that one holds. Sir, through you, I would like to learn from the Hon. Minister whether the Indian Airlines has written a letter to the Ministry as to what will be the allocation policy and whether the space, which is supposed to be vacated by the Sahara Airlines, will be entrusted, on transparent basis, to the Indian Airlines and the Air India which have gone for acquisition of new aircrafts and who were having an unequal playing field in the past because of the fact that the Government was not allowing them to acquire aircrafts.

SHRI PRAFUL PATEL: Sir, I don't think this entire question arises out of the main question. But since my friend is also Chairman of the Standing Committee on Transport and has in-depth knowledge of aviation and airport infrastructure, and he is also championing the cause of the growth of airport infrastructure in India, I would like to tend to answer him in very broad terms. First, the Government has no direct proposal for the merger of two airlines. This is more in the media. I will give you the stated position. The stated position is that there is no formal application for merger. The other position is that in view of all this, we are definitely not trying to say that we are insensitive or we are not aware of what is happening around. Therefore, the Government will come out with a policy keeping in mind the best international practices in such situations. But, ultimately, there will be a clear guideline on the basis of which we will proceed. But as of now ...*(Interruptions)*...

SHRI NILOTPAL BASU: What about the specific letter ...(*Interruptions*)... Whether the Minister confirms it or not ...*(Interruptions)*...

SHRI PRAFUL PATEL: When the Government does not have an application for the merger of two, what am I supposed to answer? ...*(Interruptions)*... I must answer on the basis of ...*(Interruptions)*...

SHRI DIPANKAR MUKHERJEE: If this is the Minister's case, then I think it is on false scare that the Indian Airlines is writing a letter to the Ministry. Does he say that the Indian Airlines, which is an undertaking of the Government of India, is aware of the position? But the Minister has stated that the Government does not know. ...*(Interruptions)*... This is absolutely misleading the House.

श्री नीलोत्पल बसु: इससे काम नहीं चलेगा। ...(व्यवधान)...

SHRI PRAFUL PATEL: I state on record ...*(Interruptions)*...

MR. CHAIRMAN: Please, take your seat

SHRI DIPANKAR MUKHERJEE: The question is very simple. The Government cannot see what everyone is seeing in this world that two airlines have been merged. This is the media. ...*(Interruptions)*...

MR. CHAIRMAN: You may be knowing everything. ...*(Interruptions)*...

SHRI NILOTPAL BASU: Sir, ...*(Interruptions)*... is on record that we are going in for such a huge cash deal because we are interested in getting the entire empowerment of the Sahara Airlines, in terms of access to airport infrastructure. That is the main issue on which we are spending so much of money and the Minister, I mean, pleads ignorance. This is only misleading the House.

SHRI PRAFUL PATEL: Sir, I will attempt to answer only one out of these. I said three things. One, there is no formal application. But, I also said that we are also not insensitive; we read in the media; we also know that there is a possibility of such a situation. Therefore, the Government, in the best international practices को फौलो करके we will try to come out with the guideline. I said it. ...*(Interruptions)*... I never said that. ...*(Interruptions)*...

SHRI DIPANKAR MUKHERJEE: Sir, as the Minister has to protect the interests of the Indian Airlines. ...*(Interruptions)*...

SHRI PRAFUL PATEL: Sir, Indian Airlines and Air India have never been denied any infrastructural support at any Indian airport so far, and the Government's intentions to support Indian Airlines and Air India remain.

MR. CHAIRMAN: Next Question. Shrimati Jaya Bachchan.

एं०टी०एम० द्वारा नकली करेंसी नोट मिलना

*322. श्रीमती माया सिंह:
श्रीमती जया बच्चन:†

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि अनेक बैंकों के एं०टी०एम० से नकली करेंसी नोट मिलने की घटनाओं को सरकार के ध्यान में लाया गया है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) उन बैंकों का ब्यौरा क्या है जिनसे संबंधित घटनाओं को सरकार के ध्यान में लाया गया है; और

(घ) सरकार द्वारा दोषियों के विरुद्ध क्या कार्रवाई की गई है?

वित्त मंत्रालय में राज्य मंत्री (श्री पवन कुमार बंसल): (क) से (ग) वर्ष 2005-06 के दौरान, भारतीय रिजर्व बैंक को आईसीआईसीआई बैंक की करूनागापल्ली शाखा के एं०टी०एम० और एचडीएफसी बैंक, कोलकाता के एं०टी०एम० के माध्यम से नकली करेंसी नोट वितरित होने की शिकायतें मिली हैं।

(घ) भारतीय रिजर्व बैंक ने अपने दिनांक 7 दिसम्बर, 2005 के परिपत्र द्वारा बैंकों को जाली बैंक नोटों की गड़बड़ी पर नियंत्रण के लिए समुचित सुरक्षा उपाय करने हेतु निर्देश जारी किए हैं। भारतीय रिजर्व बैंक ने उन बैंकों के चैयरमैन/सीईओ के सामने भी यह मामला उठाया है जिनके एं०टी०एम० के माध्यम से जाली बैंक नोट वितरित हुए थे।

† सभा में यह प्रश्न श्रीमती जया बच्चन द्वारा पूछा गया।